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AN ATLAS OF VOLCANOES.—The Belgian Society of Astronomy, Meteorology, and Physical Geography has decided to publish a monograph, to be prepared by Mr. Élisée Reclus, descriptive of the volcanoes of the world, together with maps showing their distribution. It is believed that such a work will facilitate future studies in vulcanology and seismology. The map, in colours, will be on a scale of 1:40,000,000, which will be supplemented by an important number of maps on a scale of 1:2,000,000. In the paper which the distinguished geographer presented to the Society he said that students now lacked a very important facility for the study of volcanoes, and that is a map adequately indicating all the volcanic lands of the terrestrial surface, together with all centres of eruption, extinct or active. Without the aid of such a map it is impossible for students to construct well-based theories with regard to the distribution in space or in time of the work done by volcanoes. On the proposed map all the areas whose surface is formed of eruptive rocks will be shown, and the location of the various forms of volcanic phenomena will be marked. Volcanoes that are believed to have been extinct since the historic period, those that have been active since the beginning of human history, and those which have more recently been centres of eruption will all have their distinctive signs.

NEW MAPS.

AMERICA.

UNITED STATES.—Map of Porto Rico, showing location of mining claims. No scale. *Bulletin* 6, Bureau of the Census. Government Printing Office. Washington, 1904.

The map shows the results of the Government investigations thus far as to the distribution in Porto Rico of iron, lead, copper, gold, silver, and salt.

ARGENTINA.—Plano de la Ciudad de Buenos Aires. Scale, 1,100 metres to the inch. In the *Annuaire Statistique* of the City of Buenos Aires. Director General of Municipal Statistics, Buenos Aires, 1904.

A black-and-white map. Reference to all important buildings, railroad stations, etc., facilitated by an index relating to letters and figures on the margin of the map.

PERU.—Provincia de Hualgayoc. Natural scale, 1:500,000, or 7.8 statute miles to an inch. *Boletín* of the Corps of Mining Engineers of Peru, No. 6. Lima, 1904.

The map shows the distribution of gold, silver, coal, and other mining products of the province, and accompanies a long description of the mineral resources of this rich part of Peru.

VENEZUELA.—Map showing the routes of E. André on the Caura River. Natural scale, 1:3,000,000, or 47.34 statute miles to an inch. In *A Naturalist in the Guianas*, by Eugène André. Smith, Elder & Co., London, 1904.

Mr. André travelled up the large Caura tributary of the Orinoco, the middle and upper part of which was very little known. The river is broken with falls and rapids, which mark the abrupt drop of the country from one plateau-level to another; a little north of 5° N. Mr. André discovered Mounts Ameha, Arichi, and Arawa, which are among the flat-topped mountains of the Guianas, Roraima being the most famous among them. The value of the map is that it shows approximately the position of these various geographical features, which up to this time have not appeared on the best maps. The continuous navigable waterway from Port of Spain, Trinidad, up the Macareo branch of the Orinoco delta, the Orinoco, and the Caura to La Prision is shown in red.

EUROPE.

AUSTRIA-HUNGARY.—Schizzo Geologico delle Isole di Lissa e Busi. By A. Martelli. Natural scale, 1:100,000, or 1.5 statute miles to an inch. *Bollettino* of the Italian Geographical Society, No. 5, 1904. Rome.

A coloured map of the Dalmatian islands Lissa and Busi, with nine tints to show the rock-formations and three geological sections.

ASIA.

JAPAN.—General railway map of Japan. Natural scale, 1:3,200,000, or 50.5 statute miles to an inch. Accompanying the Annual Report of the Imperial Railway Bureau for 1902-1903. (Map and Report in English.) Tokyo, 1904.

The Government lines, open or projected, are in red, and the private lines in black. All the more important stations are shown. Insets give the northern part of Kyushu and the environs of Kyoto and Osaka and of Tokyo on a scale of 1:1,600,000, or 25.2 statute miles to an inch, and of Formosa on a scale of 1:3,200,000, or 50.5 statute miles to an inch. The total mileage of the Government and private railroads was 5,803 miles, an increase of 211 miles over the preceding year.

SIAM-COCHIN CHINA.—No scale. *La Géographie*, No. 5, 1904, Paris.

A sketch map, showing the modifications made in the Siamese-French boundary by the treaty of Feb. 13, 1904, and completed by the French-English Convention of April 8, 1904. Symbols show the territory acquired by France by the treaty of last February, the provinces that are to be policed by native troops commanded by French officers, and the zone of French influence recognized by the French-English arrangement.

TIBET.—Karte des Mittleren Teiles von Süd-Tibet. Natural scale, 1:2,000,000, or 31.56 statute miles to an inch. *Petermanns Mitteilungen*, No. V, 1904. Justus Perthes, Gotha.

The map illustrates a paper by Dr. Emil Schlagintweit on "Tibet," with special reference to the British expedition towards Lhasa. All the newest sources of information have been consulted, and the scale is large enough to admit of more topographic detail than is usually shown. The chief trade routes are marked, the positions of forts, monasteries, and passes are shown, and the route of the British expedition from Darjeeling to Gyantse is traced in red, together with the places where the Tibetans have offered armed opposition to the British advance.

AFRICA.

AFRICA.—Railroad map of Africa. Scale, about 465 statute miles to an inch. *Deutsche Kolonialzeitung*, No. 23, 1904, Berlin.

This black map is on a scale sufficiently large to show clearly all the railroads in Africa that have been completed and those that are in process of building or are projected. Such a map, giving the latest data, is useful, for it readily presents to the mind a great deal of information concerning a class of enterprises that is now especially prominent in Africa. The map gives a good idea of the present state of railroads, and of the many projects that are under contemplation in all parts of the continent. It is almost impossible to keep cartography abreast of information from Africa, and the map illustrates the fact. The Cape to Cairo railroad has been completed to Victoria Falls on the Zambezi, and the Senegambian railroad from Kayes to Bamako, on the upper Niger; but they are not so shown on the map. Construction has begun on the line from Stanley Falls to Albert Nyanza, but it is shown on the map simply as projected.

AFRICA.—Politische Karte von Afrika, 1904. Natural scale, 1:40,000,000, or 6.31 statute miles to an inch. By Prof. Dr. A. Supan. *Bevölkerung der Erde XII*, Supplement No. 146 to *Petermanns Mitteilungen*. Justus Perthes, Gotha, 1904.

This is the latest contribution to the political map of Africa. Perhaps no similar map of the continent has recently appeared on which so large an extent of the boundaries between the various European possessions is marked as hypothetical. This means, in most cases, that the boundaries have not been delimited; and while they may be laid down on small-scale maps with approximate accuracy, they, of course, cannot be entirely exact. The boundaries of the entire Anglo-Egyptian Sudan, excepting on its Red Sea frontage, of Tripoli, all the Gulf of Guinea countries, Rhodesia, and the southern frontier of the Congo Free State, are among those that are marked as hypothetical. Dr. Supan does not attempt to outline the boundary between Abyssinia and British East Africa, but simply marks the region, "English Boundary Undetermined."

A small inset map of Africa is very suggestive, as showing the slow but steady improvement in the facilities for securing a better approximation to the population of large areas in that continent. This is due, in considerable measure, to the enumeration needed for the collection of the hut tax, now imposed by the various Governments upon the natives in the whole or parts of their colonies. Dr. Supan says, in his preface, that while these official determinations of population do not reach a high degree of accuracy, they have much higher value than the estimates of earlier years, and show that those estimates were as likely to exceed as to fall short of the truth.

The regions, including those in which censuses are carried out, where improved data relating to statistics of population are now accessible, embrace Algeria, Egypt, Eritrea, Senegambia, the coastal fringe of Sierra Leone and Liberia, the French, German, and British possessions on the Gulf of Guinea, Angola, Uganda, and the south part of British East Africa, German East Africa, Rhodesia, South Africa, and Madagascar.

WEST AFRICA.—Mission Niger-Bénoué-Tchad. By Captain Charles Lenfant. Scale, 1:2,000,000, or 31.56 statute miles to an inch. *La Géographie*, No. 5, 1904. Paris.

The map shows the waterways followed by the Lenfant Mission from the Benue tributary of the Niger up the Mayo-Kebbi, Lake Tuburi, the Logone and Shari Rivers to Lake Chad, which established the existence of a continuous waterway

between that lake and the Atlantic Ocean. Indications of the conditions of vegetation and of areas along the route subject to inundation are given.

OCEANIA.

AUSTRALIA.—Australie. Natural scale, 1:20,000,000, or 315.6 statute miles to an inch. *Bulletin of the Royal Belgian Geographical Society*, No. 2, 1904. Brussels.

A black-and-white sketch map, on which are marked the locations of the aboriginal tribes of Australia. The map illustrates the chapter dealing with the Australian natives in Mr. P. Hermant's monograph.

SOUTH SEA ISLANDS.—Kaiser Wilhelm Land und der Bismarck Archipel. Natural scale, 1:6,000,000, or 97.8 statute miles to an inch. *Deutsche Rundschau für Geographie und Statistik*, Vol. XXVI, No. 9. A. Hartleben, Vienna, 1904.

The map contains the latest information appearing in the best German atlases and on a somewhat larger scale.

POLAR.

ANTARCTIC.—Showing the routes of the steamers Antarctic and Uruguay in the waters adjacent to Graham Land; also the routes of earlier expeditions in the same region. Mercator Projection.

ANTARCTIC.—Showing the results of explorations in the Graham Land Region. With insets, giving (1) the conjectured outlines of the Antarctic Continent as modified by the discoveries of the British, German, and Swedish expeditions, and (2) the geographical relations of the Antarctic Continent to the continents bordered by the Pacific Ocean. Mercator Projection.

These two maps illustrate papers printed in the last number of the *Boletín* of the Argentine Geographical Institute (Vol. XXII, Nos. 1-6). They are black maps on a comparatively large scale (scale not given), but show the geographical work done in the part of Antarctica to the south of South America, including that of the latest expeditions, on a larger scale and with more detail than in other maps up to this time.

ATLASSES.

CLIMATOLOGICAL ATLAS OF THE RUSSIAN EMPIRE, 1849-1899. 89 Map Plates and 15 Plates of Diagrams. Nicholas Central Physical Observatory. St. Petersburg, 1900. (In Russian, with French translations of titles and explanations on the plates and a French pamphlet of 61 pp. explanatory of the maps and diagrams.)

This fine work, giving cartographical expression to the results of a half century of observations on the climate of the Russian Empire, is a memorial of the fiftieth anniversary of the founding of the Nicholas Central Physical Observatory. The volume is a large folio, and each of the plates, embracing the entire empire, covers a double page. The maps, produced by lithography, give a clean-cut and pleasing expression of geographical detail. Hydrography is shown in blue, topography in buff, and on this basis, so essential for the interpretation of the meteorological factors, the climatic information is superimposed.

All the maps are based upon the results of observations, and the Gregorian as well as the Russian calendar is employed. Thirteen maps are given to atmospheric pressure, 17 to temperature, 26 to humidity, 7 to precipitation, 7 to number of days of rainfall, 9 to sunshine conditions and the number of clear and cloudy days, 3 to the freezing and reopening of rivers, 1 to the duration of the snow covering, 1 to the distribution and average number of storms, and 5 to types of atmospheric conditions

and the tracks of cyclones. The facts graphically shown on the map-sheets are summarized and supplemented with other information in the accompanying letterpress. This superb work is a fitting culmination of the services to science which the Nicholas Observatory has rendered up to the present time.

THE UNITED STATES.—*États-Unis.* Natural scale, 1:10,000,000, or 157.8 statute miles to an inch. No. 72 in *Atlas Universel de Géographie*, by Vivien de Saint-Martin and Fr. Schrader. Hachette & Co., Paris, 1904.

This excellent general map on a small scale is to precede, in this atlas, the four-sheet map of the United States on double the scale. Considering the small scale, the compiler and engraver have succeeded in presenting a large amount of topographic detail, much of it taken from the sheets of the Geological Survey, with sharp definition and not much masking of the nomenclature. It might have been well, while producing the orographic features with good effect, to indicate the two regions in this country that lie below the sea-level. Pierre is not indicated as the capital of South Dakota. The railroad is not shown as completed in Cuba between Havana and Santiago. Such slight blemishes as these may easily be corrected in the next edition.

BOOK NOTICES.

The New Era in South Africa, with an Examination of the Chinese Labour Question. By Violet R. Markham. 200 pp., with Economic Appendices and Index. Smith, Elder & Co., London, 1904. (Price, 3s. 6d.)

This is a careful and extended treatment of all the economic problems that have arisen in South Africa since the Boer war. The capital consideration there to-day is the question of labour, and Miss Markham gives 61 pages to it. She presents many facts against the theory that South Africa can ever become "a white man's country," in all that expression implies, for it is certain that the Bantu natives will always be a vastly preponderating element. Here is her statement of the reason why South Africa cannot be a white man's country at all:

South Africa, lying as it does in tropical and sub-tropical latitudes, is not geographically a white man's country. It is merely the geological accident of the great height above sea-level of her central plateau which renders the country habitable by Europeans. Owing to that accident the European can live under a tropical sky and bring up his children in a healthy land blessed with magnificent climate. But we cannot escape from the fact that if the white man can prosper in this land, so to an even greater extent can the original Bantu races. South Africa possesses a large indigenous population of marked vitality and strength. Unlike other aboriginal races in different parts of the world they have not dwindled and decayed by contact with white civilization.

The author says that south of the Zambezi the blacks outnumber the whites in a proportion estimated at from 6 or 10 to 1, and their relative rate of increase is much greater. This black population